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160 KVA, 200 KVA, 250 KVA, 300 KVA, 500 KVA, 1,000 KVA, 1,500 KVA, 2,500 KVA, 3,000 KVA or 3,500 KVA, and 5,000 KVA. Transformers were manufactured to carry tensions ranging from a maximum of 60,000 V to a minimum of 100 V. The approximate figures on production of transformers for one month during the latter part of 1951 are as follows: 25 KVA and 50 KVA types, 10-20; 100 KVA to 300 KVA types, 20-40; 500 KVA type, 5-10; 1,000 KVA types, 2; 1,500 KVA and 2,500 KVA types, 1-3; 5,000 KVA types, 1-3. During the period June 1950 until January 1952, Dinamo was the only producer of the 5,000 KVA transformer in Rumania, the prototype being produced by the plant in 1950. Eight were manufactured in 1950 and approximately 25-30 were manufactured in 1951. The majority of these were used for the five year plan for the electrification of Rumania now in progress (Planul de Electrificare al Tari).

3. Electric motor production amounted to "some hundreds" a month. Five KW to 190 KW motors were built. From 30 to 50 motors of the 100 KW and 190 KW types were produced a month during 1951. Two - 300 other types were produced a month. Dinamo also manufactured a special motor which I believe was of the 400 KW type. [redacted] 10 to 15 of this type were produced in 1951. This type was a copy of a Hungarian electric motor "Ganz". 25X1
4. Electrical accessory production at Dinamo seemed to be the least important work at the plant. The principal accessories manufactured were regulators and starter motors. This production usually lagged behind the demand and accessories were obtained from smaller electrical plants in the Bucharest area.
5. [redacted] approximately 3,000 workers were employed at Dinamo, including skilled workers, administrative personnel and apprentices. 25X1

Source of Power and Raw Materials

6. The electric power necessary for the operation of the plant came from the electric power network of the city of Bucharest.
 - a. Copper was obtained from the Laminorul Factory (Fabrica Laminorul) which I believe was located in Bucharest. The supply of copper seemed to be a problem in that a new supply failed to arrive when needed. [redacted] 25X1
 - b. Insulation material was obtained from Czechoslovakia. [redacted] 25X1

[redacted] During 1951, insulation material was obtained from the USSR also but was discontinued, since the Czechoslovak supply was of better quality. [redacted] 25X1

[redacted] future supplies of insulation materials would be obtained from Bulgaria. 25X1
 - c. Transformer oil supply was no problem. It was obtained from Rumanian oil firms and there was always a sufficient supply.
 - d. The special metal plating (tole) used in transformer manufacture was obtained from firms in Rumania and the USSR. Other metals were obtained from plants in Resita and Hunedoara, Rumania.
 - e. High tension insulators were obtained from Czechoslovakia. Smaller tension insulators arrived from Turda, Rumania (Fabrica de Insolante)
 - f. [redacted] 25X1

[redacted] Lathes and drill presses were manufactured in Poland and Czechoslovakia. [redacted] the name plate "Pobeda" was on some lathes. 25X1

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Destination of Finished Products

7. During the last half of 1951 approximately 80% of the electrical equipment produced by Dinamo was for the oil industry ("Sovrom Petrol"). All types of transformers were ordered. However, the majority were the 2,500 KVA type. The 5,000 KVA type was being manufactured for use in the five year electrification plan of Rumania. Other orders went to Galati and Hunedoara to be used probably for the iron plants. [redacted] finished products were shipped to the USSR. [redacted] In September and October electric motors (100 KW and 190 KW) were manufactured for the oil industry, "Sovrom Petrol". [redacted] one 400 KW was built for a new cement factory in the Dobrovia region which was a principal supplier of cement for the Danube/Black Sea Canal construction. [redacted] Usually, the larger shipments of electrical machinery from Dinamo were during the first few days of each month. [redacted]

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Expansion Planned or in Progress

8. The plan for Dinamo during the period of my employment was to produce large quantities of medium power electrical machinery (DC) and to manufacture electrical machinery requested by special order. However, Dinamo was also producing the larger power electrical machinery until such time that a new electrical plant Electroputere was completed in Craiova. Upon completion of this plant, the plan was for Dinamo to manufacture prototypes, generators, motors and accessories. Transformers were not to be produced by Dinamo in the future plan. Dinamo was to be the experimental plant for principal type electrical machinery and the principal producer of DC current motors and generators. [redacted]
9. With regard to the Electroputere Plant in Craiova, it was being installed in a partially completed construction begun by the Germans during World War II for locomotive production. Electroputere began production on a very small scale in 1951. Electroputere manufactured its first 5,000 KVA transformer in the latter part of 1951 and it was transported to Dinamo for testing. [redacted] Electroputere is or will be the principal manufacturer of heavier transformers (e.g. 5,000 KVA type) and generators for the five year plan for the electrification of Rumania. [redacted] Electroputere had plans for a 10,000 KVA transformer. Many of the electrical engineers at Electroputere had been trained in the USSR. [redacted]
10. During the latter part of 1951 and January 1952 [redacted] new machinery including lathes, drill presses, metal cutting machines, and automatic coil winders, being added to the main work shop building /Encl. B, Point #4/. Within this building there seemed to be a constant rearrangement of machinery. [redacted]
11. It was planned to enlarge and modernize the melting and molding section /Encl. B, Point #6/; a new oven room (cupatoare de uscat) was nearing completion in January 1952 /Encl. D, Point #6/.

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Shortages of Materials

12. The most serious shortage was the supply of copper. It usually occurred each month, delaying production. A shortage of bakelite lacquer (bekelit-lac) was also encountered, especially during the first half of 1951. At various times during 1950 and early 1951 there had been shortages of insulators from the Insulator Factory (Fabrica de Insolante) at Turda, Rumania. It was common to receive a defective supply of insulators from this factory during the period mentioned. [redacted]

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Delays in Production

13. The primary bottleneck in production in Dinamo was the unskilled worker, the lack of precision machinery, and unsatisfactory technician and designing personnel. The continual rush to meet production quotas always brought about defective work. The following examples are typical.
- a. In the Fall of 1950 a prototype transformer of 5,000 KVA was built by the Dinamo Electrical Equipment Plant. This transformer, copied but simplified from a German design, was found to be satisfactory. Consequently the Ministerul Energiei Electrice placed eight such transformers on the production quota for the month of December 1950. This was an excessive order which could not be practically fulfilled by the facilities in the plant. The eight transformers (valued at 20,000,000 lei each) were, however, produced by the end of December with the result that five of the eight burned out upon final inspection. The five were rebuilt but three burned out at the second final inspection. Finally, two of the three transformers had to be totally rebuilt in order that specifications be met. The rush nature of this job was not the entire cause of the fiasco. [redacted] supervision of production was lacking and [redacted] the workers, especially in the coils department, did not reject defective material which they worked with since they were afraid that blame for a slow-down would be placed on them. A prime example of this is the defective insulation of copper wiring received from the Laminoru factory which workers had not rejected. Upon compression of the copper coils the insulation broke or cracked where two wires intersected. This, of course, was found out during the investigation which followed after the transformers burned out during final inspection. 25X1 25X1
 - b. On several occasions during 1951 fish paper dipped in insulating varnish had been left in the drying ovens too long, resulting in the carbonization of the fish paper. On each occasion production in the coils department was slowed down two or three days.
 - c. In the Dinamo Plant, especially in the coils department, there was not enough care and thoroughness. First of all, the workers were deficient in their skill and the coils department was so dirty that it was not conducive to careful work. Management, during the latter part of 1951, was alleviating the filth problem.
 - d. Due to the rush at the end of each month, many deficiencies occurred in order that production quotas be met. For example, during the Spring of 1951 the following incident occurred. In the electric motors section of the Dinamo Plant, motor coils which were dipped in insulating varnish were quick-dried in the ovens, in order to save time. These motor coils were then allowed to cool and pushed through the inspection department in cold state, thus passing the final. In final testing the motors were usually warmed for operating temperatures to insure proper final testing. Before the final inspection was completed it was discovered that the motors had been improperly dried and the bottom layer of varnish was still wet. The final result was that 30 electric motors were rejected at one time. In all departments of the Dinamo Plant, foremen and workers alike took shortcuts at the expense of the product, in order to meet production quotas.
 - e. Another type of bottleneck was in the technical designs of transformers and motors. Whenever a new type of equipment was to be built, a prototype was first constructed to ascertain that it would be adaptable to local production facilities and also to gear the machinery to the particular product. The main flaws in designing were not discovered during the production of the prototype but much later when the equipment was in production on a larger scale.

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- f. [] in the molding department of the Dinamo Plant series of 20-30 electric motor housings were being rejected at one time for faulty workmanship again caused by the great haste and pressure placed on the workers to meet production quotas. In regard to electric motor casings or housings the large and more complex casings were obtained from the 23 August Plant (formerly Malaxa Works) in Bucharest. 25X1
- g. Unsatisfactory raw materials also caused bottlenecks. [] high tension (60,000 volt) transformer porcelain insulators, which had until that time been obtained from the Turda Insulator Plant, were found to be unsatisfactory. These insulators, which were always white in color, were always unsatisfactory in that the porcelain was not homogenous and usually had interior cracks. 25X1
- [] a Dinamo built 5,000 KVA transformer had burned out at Cluj /464N-2333E/ due to the faulty insulator. [] since the incident Dinamo was using only Czechoslovak made porcelain transformer insulators, which were brown in color and found to be satisfactory. 25X1
- h. During and prior to World War II, Rumania had been noted for its careful and standard production of bakelite-varnish covered fish paper type insulator called "Preshpan". [] during World War II the Germans exchanged industrial machinery (which was of high priority at the time) for the Rumanian made Preshpan. The Rumanian Preshpan, produced since World War II has been of an exceptionally poor quality and has caused many final inspection rejects at the Dinamo Plant. The Preshpan was being imported from [] Czechoslovakia, but the Rumanian product was also being used. The "Pertinaz" type fish paper insulator was being received by Dinamo from Bulgaria [] some were made in Rumania. The Pertinaz came in sheets with thicknesses ranging from 2-20 mm. It was also delivered in tubular form ranging from two or three up to 30 to 40 cm. diameter. The Pertinaz were thin sheets of paper pressed together and glued with insulating lacquer or varnish. 25X1

Insulating Varnishes

14. Bakelitelack, used in the Dinamo Plant was always of Czechoslovak manufacture and was delivered in large barrels. [] Until the middle of 1951 this varnish was of a lighter color. [] However, after July or August 1951, the varnish was of a lighter color but still brown. The new type was more elastic and therefore more satisfactory in its dried state. This bakelitelack /phonetic spelling/ which was used to impregnate transformer coils and connections was oil resistant and [] before usage a thinner was added which smelled like (but was not) ether. [] in 1951 there was talk in the factory that a Soviet made bakelite lac was to be used but the plant engineers decided against it and chose the Czech type. 25X1
15. Lac Negru [] was the varnish or lacquer used to impregnate coils of electric motors. It was not oil resistant and had a greater viscosity than the Bakelitelack. Electric motors impregnated with the black lacquer were placed in drying ovens for about 18 hours. Small motors of 10 KW or under were dried in a vacuum chamber (which could accommodate only small motors) for approximately 10 hours. There were two types of black lacquer: after drying, one had a shiny finish, the other a dull finish.
16. Scherlack, used in the impregnation of insulating materials of transformers, was imported [] The Rumanian product was not considered as good.

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Wiring Insulation

17. Most of the copper wiring was delivered from the Laminoru factory either with an insulating cotton sleeving or with two or three layers of cotton twist thread. Many times the ready made insulation was found unsatisfactory and additional cotton thread or cotton ribbon insulation was wound on the wire by hand. The plant had two old insulation winding machines which were never used. [redacted] four or five machines arrived [redacted] 25X1
[redacted] Among these machines [redacted] one was an [redacted] 25X1
insulator winding machine and two coil winding machines. 25X1

Mica Insulator

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18. Two types of mica insulation were used in the Dinamo Plant. I knew them by the trade names of "Micafolium" and "Micanit". The mica was used particularly in electric motors and was satisfactory. [redacted] 25X1

Transformer Oil

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19. A Rumanian oil product used at Dinamo was a yellow olive oil color, and rather transparent. This oil was considered as satisfactory. [redacted] "Ulei de transformator" (transformer oil) [redacted] no trade name. [redacted] 25X1
[redacted] It was heated to 60-80°C and had the insulating quality of resisting to current of 120 KV per cm. The oil for transformers over 2,500 KVA was inserted into the transformer at temperatures of 70°C to reduce moisture content and then piped out of the transformer through a centrifuge to eliminate any air bubbles. 25X1

Use of Aluminum in Production

20. In the drive for economizing on copper, many fittings, especially on auxiliary electrical equipment, were made of aluminum. [redacted] 25X1
[redacted] the usage of aluminum tubing for high tension wires [redacted] 25X1
[redacted] was being studied at the Institute of [redacted] 25X1
Electrical Projects and Studies (Institutul de Studii si Proiectari Electrice) in 1949. This was in connection with the projected construction of a 400,000 V tension line which was to be the main line connecting power stations from the Bicaz region /4655N-2604E/ in the northern Carpathians to the Iron Gate /4442N-2230E/ on the Danube.

Labor Force

21. Approximately 3,000 persons were employed at this plant. Female workers were utilized as office workers, machine operators, and in assembly sections. Shop employees ranged in ages from 18 to 26 years. Most of the work shop employees [redacted] were 25X1
non-Communists. Plant directors, chief mechanics, and many of the engineers were considered to be members of the Party by the workers. The plant operated six days a week under normal conditions but it was necessary to continue operation on Sundays when planned production for the month was lagging. Workers, other than engineers, technicians, etc., received overtime pay. It was necessary to punch a time clock upon arrival and departure from the plant. Work shifts were from 0700 to 1500, and 1500 to 2300. However, toward the end of each month much overtime work was necessary to meet the production schedule. During the eight hour shifts there would be no break for lunch. Absence from work was thoroughly investigated by the administrative section. Workers were paid a percentage of a days pay for a day lost due to illness. [redacted] the small clinic of the plant used for treatment of injuries occurring during the work day.

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It was compulsory for the employees to attend meetings held at least once every two weeks. The lectures usually concerned plant production and ended with international affairs and communism. [redacted] the 25X1 average wage paid to shop employees to be 5,000-6,000 lei a month in 1951. Engineers averaged 10,000 lei a month; section chiefs earned from 10,000 to 20,000 lei a month; office workers earned from 4,000-5,000 lei a month. The morale of the shop workers was generally the same as in other plants and factories in that they distrusted the chiefs of their section and new employees. The workers complained among themselves that there were constant lectures to increase their individual hourly work output, which while not altering their hourly wage, would reduce the number of work hours.

Security

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22. The eastern boundary of the plant area was enclosed by a wire mesh fence atop a low brick wall. The total height was estimated to be 2½ m. [redacted] the entire plant area was enclosed by the same type fence and wall. The main entrance was on the east margin of the plant area and was guarded by two men armed with either automatic rifles or sub-machine guns. Additional guards were placed at strategic locations along the inside of the fence. It was very likely that other guards were situated outside the enclosed area of this plant [redacted] It was impossible to enter the 25X1 plant area without having an employee's pass which was closely scrutinized by the guards upon entering the gate. It was necessary for non-employees to enter the gate house (guard room and office of information) /Encl. B, Point #25/ for a clearance. During the night the interior of the plant area was illuminated by the interior street lights, except for the administration buildings, which were illuminated by flood lights. [redacted] 25X1

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23. In addition to the Dinamo Electrical Equipment Plant at Bucharest and the Electroputere Plant at Craiova, the following two plants were part of the electrical equipment production net in Rumania.
- Electro-Motorul located near or at Resita or Hunedoara, was a factory, which [redacted] dealt especially with special orders for the production of all types of electric motors. [redacted] many products of this plant were destined for the USSR. 25X1 25X1 25X1
 - Electro-Precizia, located in the city of Brasov /4538N-2534E/ was a plant supplementing the production of the Dinamo, Electroputere and Electro-Motorul plants by manufacturing small (10 KW) electrical motors. [redacted] this plant was to continue this type of production, whereas Electroputere at Craiova was to assume the role of the major Rumanian electrical equipment producer using the Dinamo Plant at Bucharest for research, experimentation, special orders and special projects. 25X1

Personalities

24. (Fnu) DASCALESCU became Director of Dinamo in about January 1952.

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25. Dumitru COMAN was Director of Dinamo from the time of its foundation in 1948 until the latter part of 1950 or the beginning of 1951, at which time he was given a more important position with the Ministry of Electric Energy. He again became Director of Dinamo in the middle of 1951 when production output was not meeting the quota. In January 1952 COMAN was again assigned to the Ministry of Electric Energy. [REDACTED] 25X1
26. (Fnu) FRIED was a former Director for a few months in 1951. [REDACTED] 25X1
27. (Fnu) MAHALINSKI [REDACTED] was a former Director prior to 1950 but [REDACTED] been transferred to the Electroputere in Craiova as Director. [REDACTED] 25X1
28. (Fnu) NOVODNIC became Assistant Director of Dinamo about the middle of 1951. [REDACTED] 25X1
29. (Fnu) CERVIU, a chief engineer, was in charge of the planning of production. [REDACTED] 25X1
30. Mirel STOCUESCU was an assistant chief engineer. [REDACTED] 25X1
31. Stefan IONESCU was an assistant chief engineer. [REDACTED] 25X1
32. (Fnu) BUNEA was an engineer in the Department of Studies and Projects and was replaced in 1951 by another engineer (LAZAROU) who had returned from special training in the USSR. [REDACTED] 25X1

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44. In the Sales Department: the chief of this department was a former engineer with AEG. [redacted] 25X1
45. In the Production Engineering and Plans Department: (Fnu) DEPAUSEK, Chief.
46. Union activists: [redacted] 25X1
- (Fnu) NORA (female)
(Fnu) PETROIANU
(Fnu) BARBU

- Enclosures:
- A. Pinpoint location of Dinamo Electrical Plant
 - B. [redacted] Sketch of Dinamo Electrical Plant 25X1
 - C. [redacted] Sketch of Floor Plan Administrative Building
Dinamo
 - D. [redacted] Sketch of Main Building (Floor plan and cross section) Dinamo Electrical Plant -- Bucharest 25X1
 - E. [redacted] Sketch of Floor Layout Accessory Production Section 25X1

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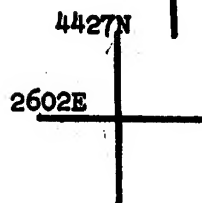
ENCLOSURE A

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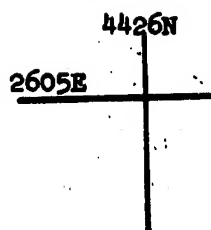
- 11 -

4427N
2602E



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4426N
2605E



Overlay of 0251-9999-1-25 ICM
Pinpoint Location of the Dinamo Electrical Plant

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ENCLOSURE B

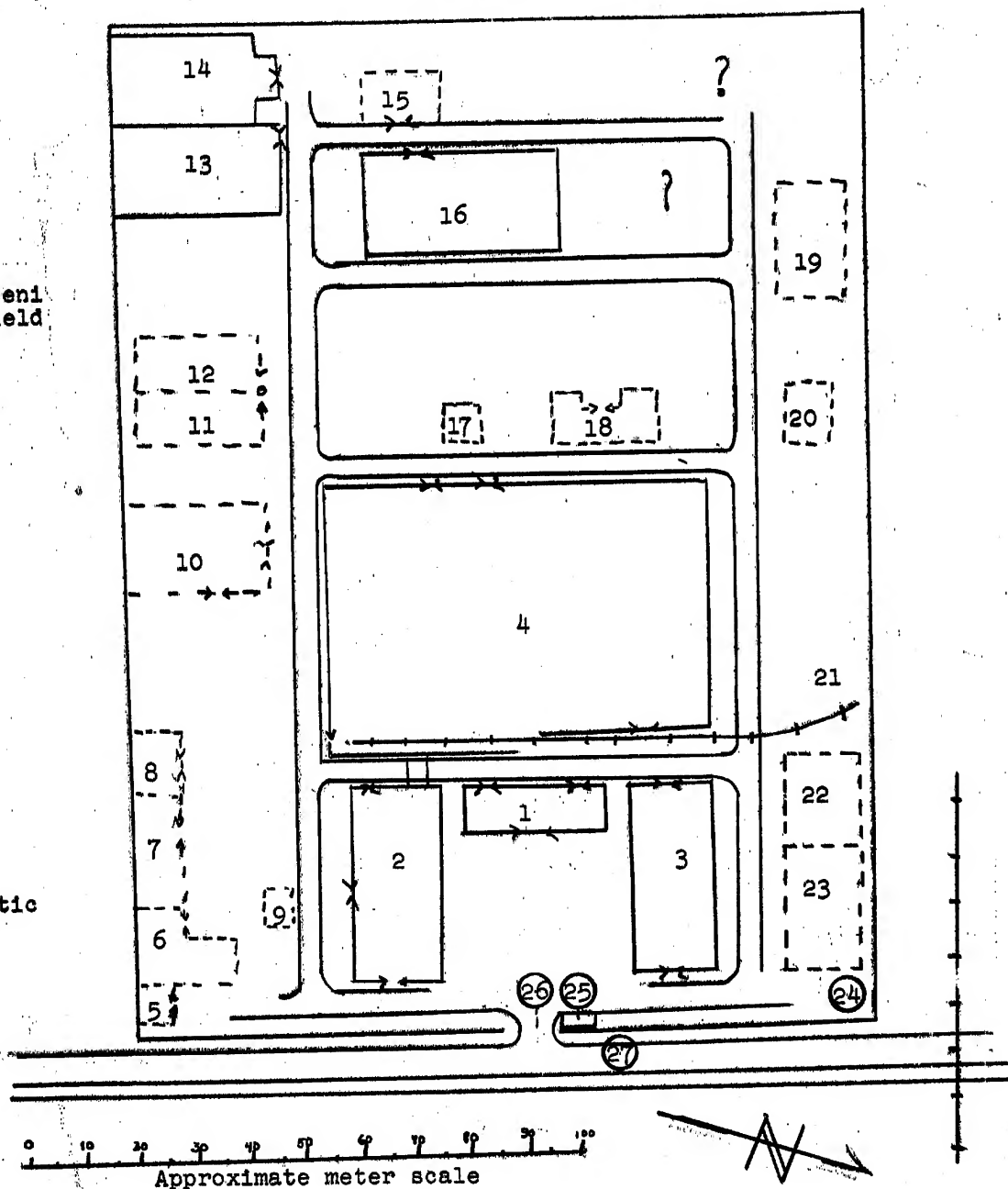
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Cotroceni
Airfield

Athletic



25X1

Sketch of Dinamo Electrical Plant

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ENCLOSURE B (Cont'd)

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Legend

- 13 -

1. Office building: A yellow, cement-covered, brick building, three stories high. It had a low pitch gable tile or slate roof. It housed offices of the director, chief engineer, and accounting.
2. Office building: Of the same construction as building described in Point #1. It housed the personnel office, projects office, and technical office.
3. Office building: Of the same construction as buildings described in Points #1 and 2. It housed the political office, technical laboratory, administrative office, storerooms, etc. [Reference is made to Encl. C this report for detailed layout of Points #1, 2, and 3.]
4. Main building: this building was approximately 70 m. long, 45 m. wide, and 15 m. high at the center section. It had concrete and brick walls approximately 30 cm. in width and was covered with a sheet metal roof. Most of the flooring was constructed of wooden blocks. However, a part of the flooring in the north section of the building was of concrete. Skylights were situated in the peaked center section of the roof. Windows were also predominant on the south side of the building and were found also on the three other sides. [] Most outer sections of the building were provided with ample natural light. This building housed lathe shops, a metal cutting shop, testing room, assembly shops, etc. [Reference is made to Encl. D for detailed layout of Point #4.]
5. Drying Room: A single story brick building; a metal plate roof.
6. Melting and Molding Section: A single story brick building; metal plate roof.
7. Clothing room (Vestiere): A single story wooden building.
8. Sports equipment room: Single story constructed of wood.
9. Plant Maintenance Shop: [] it was constructed of wood and was one story high.
10. Wood shop.
11. Paint shop.
12. Gymnasium: This building was to be used for another purpose in the future. Buildings designated as Points #10, 11 and 12 were formerly used as hangars and were of wooden construction. [] the roofs were constructed of sheet metal.
13. Work shop: This building was formerly a hangar and had concrete walls with a metal plate roof (tabla).
14. Work shop: This building was formerly a hangar; it was of the same construction as Point #13.
15. Aircraft engine repair shop: A cement-covered brick building with a metal plate roof (tabla); one story high.
16. Work shop: A cement-covered brick building, one story high with a metal plate roof. Skylights were included in the roof construction. [Reference is made to Encl. E for a more detailed description of Points #13, 14, and 16.]
17. Snack bar: A small one story building. [] it was constructed of brick and had a tile roof.
18. Aviation laboratory: A one story building with cement-covered walls; it had a tile roof.
19. Canteen: A one story building constructed of cement-covered brick with a metal plate roof.
20. Dispensary: A one story building constructed of cement-covered brick with a metal plate roof.
21. Single track rail spur: This rail spur serviced the main building of the plant. []
22. Apprentice school: A one or two story building constructed of cement-covered brick.
23. Mess hall and meeting hall: This building was being constructed in January 1952. [] it was to be two stories high. The walls were constructed of brick.

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ENCLOSURE B (Cont'd)

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Legend (Cont'd)

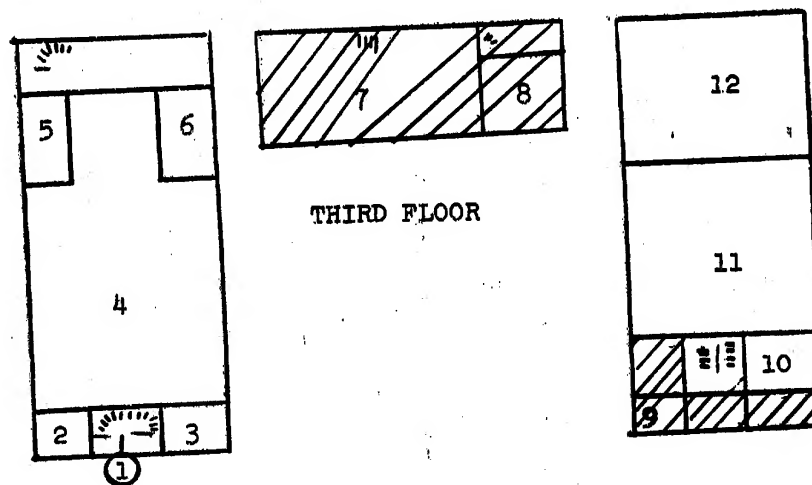
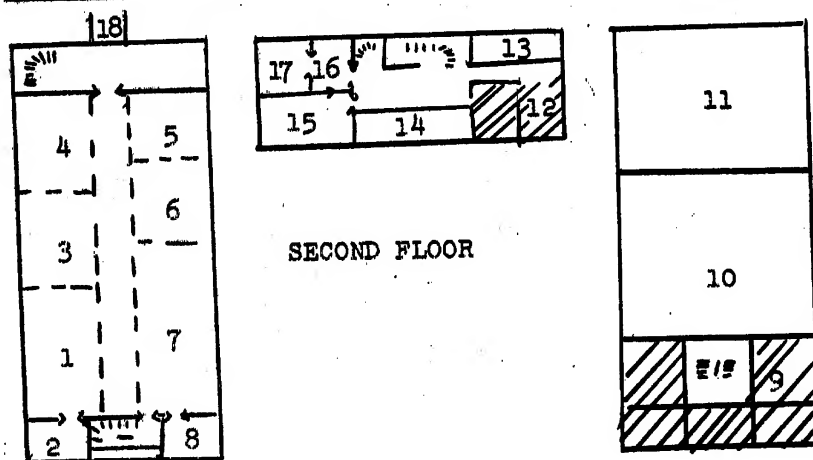
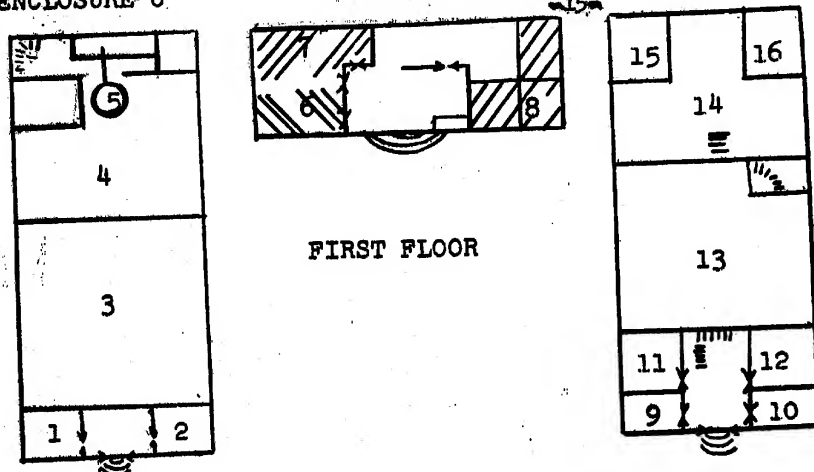
24. Proposed new entrance: This was to be the new entrance for plant employees.
25. Guard house and information office: A small single story building constructed of brick with a tile roof.
26. Main entrance: [redacted] after the opening of the new entrance (Point #24) this main entrance would be used for officials only. 25X1
27. Strada Vatafului: A cobblestone street approximately six meters in width. The sidewalks were cement. All streets within the plant area were constructed of cobblestone.

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ENCLOSURE C

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Approximate scale in meters

Sketch of Floor Plan, Administration Building,
Dinamo

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ENCLOSURE C (Cont'd)

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Legend**First Floor**

1. Personnel Office
2. Office of labor and social security
3. Maintenance office
4. Office for prototype projects
5. Toilet
6. Supply office
7. Sales office
8. Personnel office
9. Political office
10. Union office
11. Library
12. Office of the Union of Young Workers (Uniunea Tineretului Muncetor -- UTM)
13. Storeroom
14. Storeroom
- 15-16. Project offices (transformers)

Second Floor

1. Projects office (transformers)
2. Office of Chief of Projects
3. Projects office (motors)
4. Documents office
5. Projects office -- drawing and plans
6. Documents office
7. Technical office
8. Office of Technical Director
9. Administrative office
10. Storeroom
11. Storeroom
12. Office of Chief Engineer and Assistants
13. Administrative office
14. Secretarial office
15. Office of Plant Director
16. Office of Secretary to Director
17. Records room
18. Enclosed catwalk

Third Floor

1. Recreation room
2. Sitting room
3. Musical instrument storage
4. Entertainment hall
5. Work room (tailor, shoe repair, etc.)
6. Public address system
7. Accounting office
8. Administrative office
9. Administrative office
10. Technical laboratory
11. Storeroom
12. Storeroom

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ENCLOSURE D

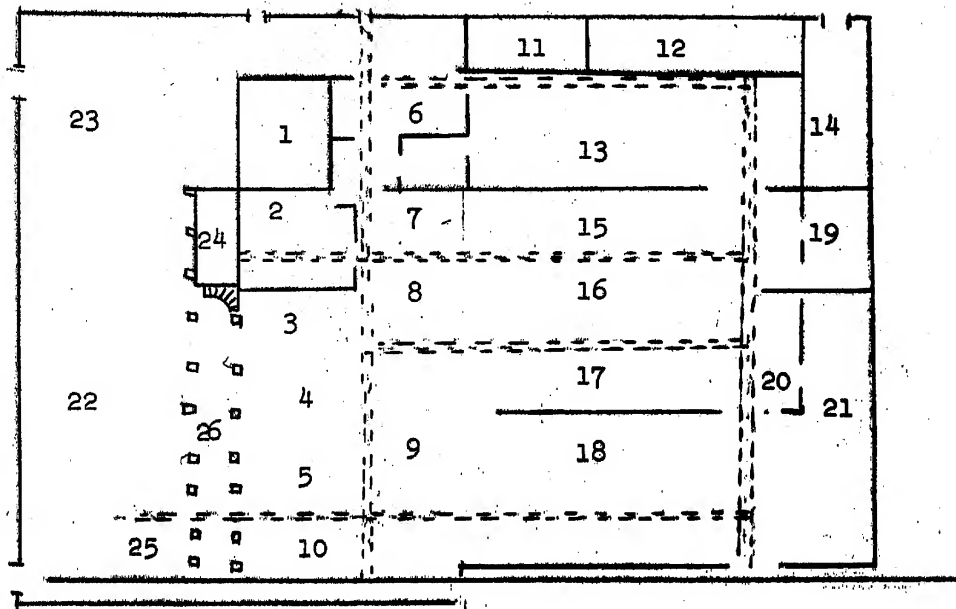
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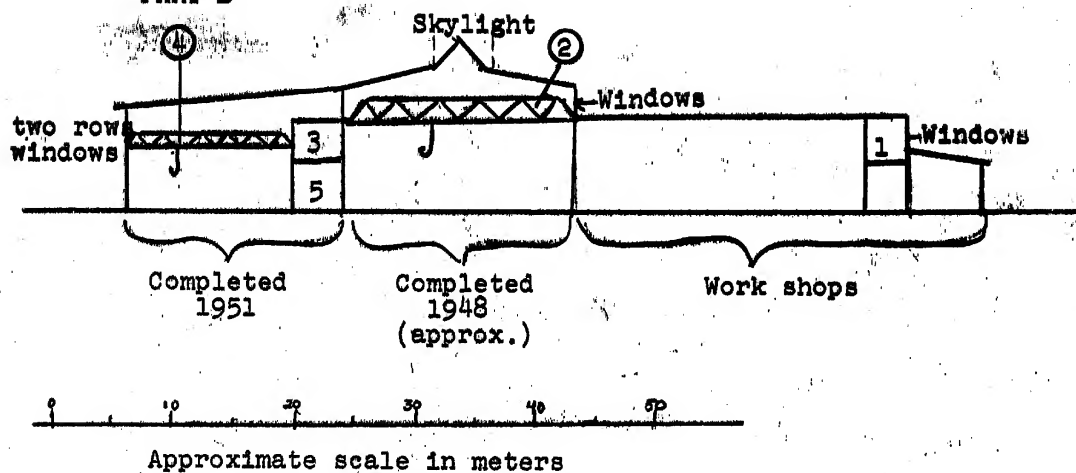
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PART A



PART B



Dinamo

Sketch of Main Building (Floor Plan and Cross Section)

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ENCLOSURE D (Cont'd)

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Legend

Part A

1. Testing bench
2. Testing bench
3. Transformer assembly section
4. Coil winding section
5. Assembly section
6. Drying or baking room (under construction in January 1952)
7. Drying or baking room
8. Armature (iron core) assembly section
9. Machine shop
10. Section for completed machinery
11. Storeroom
12. Machine shop
13. Coil assembly
14. Nickel plating section
15. Work shop
16. Motor assembly section
17. Metal cutting section
18. Sheet metal and cutting section
19. Toilets
20. Tool and instrument storage
21. Tooling and instrument section
22. Lathes, drill presses (large machine section)
23. Lathes, presses, (small machine section)
24. Control section
25. Rail spur
26. Concrete pillars

Broken line on building layout indicates hand car track.

Part B

1. Maintenance offices
2. Overhead crane (approximate capacity -- 15 tons)
3. Production offices. (This section was accessible from building Point #2, Encl. B, by means of an enclosed catwalk.)
4. Overhead crane (approximate capacity -- 5 tons)
5. Two rows of concrete pillars supporting offices and overhead cranes.

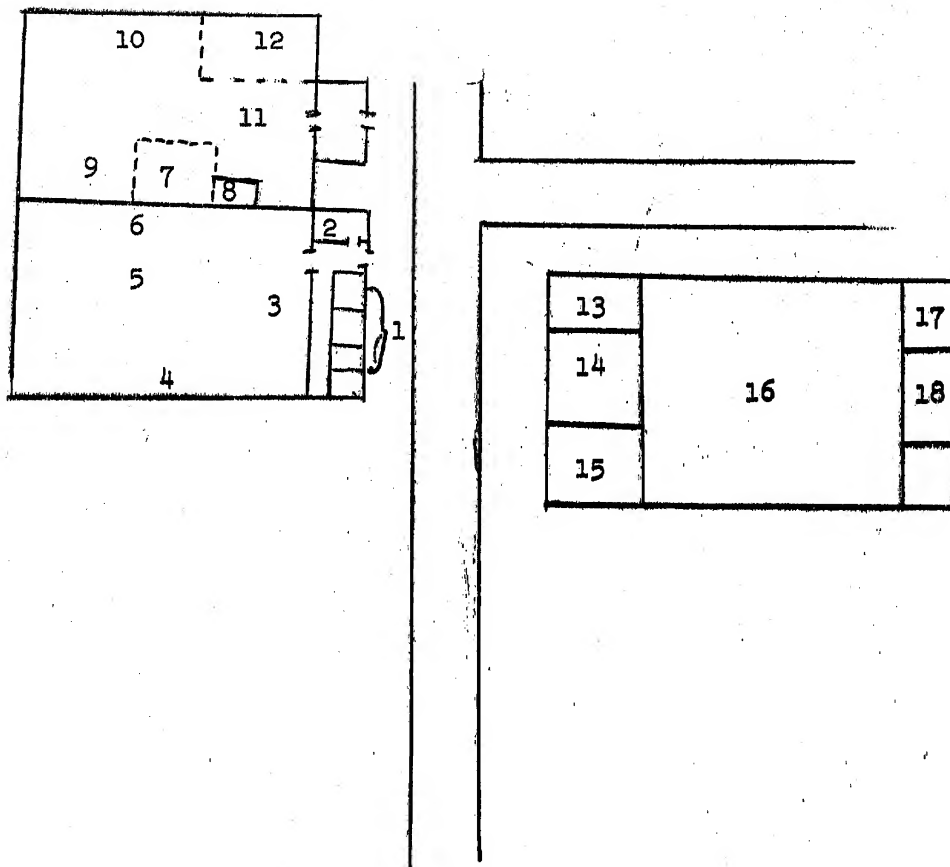
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ENCLOSURE E

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Approximate scale in meters

Sketch -- Floor Layout of Buildings Points 13, 14, and 16
Enclosure B -- Accessory Production Section

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ENCLOSURE E (Cont'd)

SECRET

25X1

Legend

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1. Production offices
2. Toilet
3. Welding section
4. Insulator section
5. Transformer box section
6. Work shop
7. Inspection benches
8. Administrative office
9. Rheostat control box section
10. Lathes, presses, drill presses
11. Resistor assembly section
12. Store room
13. Drawings and plans section
14. Assembly section (controllers)
15. Accessory section, Chief's office
16. Main accessory production section
17. Cloak room
18. Store room

SECRET